G. R. S. IX-5]

*Previous references.*

SDA 256 of 13 8/5/02.
B. Mar 14. 1915-16
SDA 562-1285 May 13 ( SDA )

File No 2-15

Serial Nos. 1-15

*Later references.*

SDA 562-1285 102, K. Dec 13.
Later refers
SDA 17-18 Sls: 1-2, B Dec 1918.
" 95-19 a 386, B February 1920.
Lat. 56-21 (11-19).

# GENERAL AND REVENUE SECRETARIAT.

*Serial Nos.* 1-15

Part B for December 1916.

SUBJECT.

Rate of t. a. for Swift journeys by motor

SL, 15.

Order:-

Directs that the necessity for rapid marches by motor vehicles exceeding 50 miles in a day should be explained in the remarks column of t. a. bills

W. T.—8—GPB—50,000—24-7-16

M. Ramsden
16-2-1917

G. R. S. 11] 1914-15

GENERAL AND REVENUE SECRETARIAT.

( Sta. )

NOTES.

File No. 2209

FILE HEADING.

Rates of t. a for swift journeys by motor

From

| No. | Dated | Received |
|---|---|---|

| Diary No. | Enclos. | Spare Copies. | Serial No. |
|---|---|---|---|

BRIEF ABSTRACT OF LETTER.

NOTES AND ORDERS.

1) In connection with the t. a bi
for January 1912 of Mr K. Doraswami Iyer
as offg. I. G of Police, the Comptroller
enquired whether Govt proposed to fram
any

Sta 542 of 11. Sta 1

NOTES—First Sheet.

GPB—20,000—8-8-14

Serial No.

any rules for regulating travelling allces for swift journeys by motor. The question was considered by the members of Council. They thought that the present rules were sufficient and that no revised or additional rules were required. The question was thus ~~closed~~ dropped on 22-8-13.

Sta 256 of 13. Key T

2.) In December 1913. (Letter No. 2664/E.836 d: 10-12-13) the Comptroller again moved the subject and solicited orders thereon: The question was then taken up again and discussed in a Council meeting. The opinion of the Council was as follows:—

"The question of amending the general rules regulating the travelling allce for rapid journeys by motor, Specially motor cycle, may be considered in consultation with Select Heads of Depts and by Commissioners."

The opinion was approved by His Highness and the Comptroller was informed that the question was under the consideration of Govt and that separate orders would issue on it. (Vide G.O No 7(2267-8 d: 28-11-14)

T

NOTE—Contn. sheet.

GPB—25,000—30-4-15

General and Revenue Secretariat.

Fl File No. Mis 2219 of 1914

Serial No.

3. Besides the above two occasions there was a third one when the question again came up. — On the 9th September 1914, the Dewan called for a Statement showing increase of expenditure in t. a. owing to the free use of motor vehicles. The Statement being submitted, he ordered that the Comptroller might be requested to study the figures and suggest means of curtailing the expenditure. On this, the Fl Secy remarked as follows: — "The object is to reduce t. a. for swift journeys by motor cars. This has been already considered in a separate file and there is no need for writing to compholler as proposed if orders are passed on that file. Where is it?".

The file alluded to by the Fl Secy is the one referred to in para 2 supra. Action has now to be taken on the Council resolution. Select Heads of Departments and the Dy. Comnors of Dts have to be consulted.

Subd. 4) For orders vide para 3 supra. (Desai) Sentence above. 19.6.15. 19.6.

5) Yes, as H. H. has approved that this

NOTE—Contn. sheet.

GPB—25,000—30-4-15

General and Revenue Secretariat. | Home | File No. 2219 of 1914.

Serial No.

Home 2196 Pol

should be done please put up a draft

M
22/6
hr

6) draft subd.

7) It is stated that select Heads of Depts and Dy comms should be consulted. Who these are, has to be decided.

PMR BDR
30.6.15.

8) Revised draft subd. The letter was perha
PMR BDR (Resd) be sent to hr
29.7.15. 29/7/15
the Heads of the Revenue, Police,
P. Works, Excise and Account Departments & to
one or two Dy Comrs for opinion

hr
29/7.

9) Edn., Forest, Medical, Mines, may also be addressed & all Dy Comrs.

Clean draft please

M
Gpo
hr

10) clean draft subd.

PMR
6.8.15. (Resd)

hr
6/8

M
10/8
hr

1st member)

11) Draft appd: by First member
MFJ 12.8.15

12) Issue - Bg during reminders every 10 days
hr
13/8

Home 2196 Pol

P - Draft issued

NOTE—Contn. sheet.

GPB—25,000—30-4-15

General and Revenue Secretariat.

This File No. 2219 of 1914.

| Serial No. | |
|---|---|
| | To Rev. Comr, Dy. of Police Dy of Educn, Chief Engr Ex Comr, Conser of Forts & Surgeon, Dist of Mins Compr & DCs of Divs. |
| | 901-17 dt 19.8.15 |
| | Eliciting opinion on the draft rules embodied in ~~the~~ the letter |
| | From D.C. Hassan |
| | 19. dt 26.8.15 |
| | Furnishes his Views in the matter. |
| | From D.C, Bangalore |
| | 5130 dt 28.8.15. |
| | do —do do |
| | From |
| | D.C. Shimoga |
| | 1324 dt 13.9.15 |
| | —do do — do |
| | From Conservator of Forests. |
| | 2882 dt 13.9.15 |
| | do do do |

Reminders issued to the above 16.9.15

NOTE---Contn. sheet.

GPB—25,000—30-4-15

G. R. S. 12]

General and Revenue Secretariat.

Revn File No. 2219 of 1915

| Serial No. | |
|---|---|
| | From D.C., of Police<br>3783/158 dt 26.8.15<br>Furnishes his opinion of the Sr |
| | From D.C., Mysore<br>253 dt 23.9.15<br>do do do |
| | From D.C., Chitaldrug<br>121 dt 3.9.15<br>do do do |
| | From Sr Engr<br>C157 dt 20.9.15<br>do do do. |
| | From D.C., Kadur<br>185 dt 26.9.15<br>do do do |
| | From DC, Tumkur<br>165/15 dt 27.9.15<br>do do do. |
| | From Dr of Geo't & mines<br>739 dt 29.9.15<br>do do do |
| | From Rev. Comr<br>43507 dt 1.10.15<br>do do do. |
| | From Ex Comr<br>131 dt 5.10.15<br>States that he will send reply on or before 25.10 |
| | From Chief Engr<br>9944 dt 19.10.15<br>Furnishes his opinion |
| | From Comptr<br>7A19 dt 7.10.15<br>do do do. |
| | From Ex Comr<br>1922 dt 13.10.15<br>do do do |

NOTE—Contn. sheet.

GPR—25,000—30.4.15.

General and Revenue Secretariat. | Revn File No. 2219 of 1914

Serial No.

13 The accompanying Statement contains the opinions of the Officers Consulted - (except D.C, Kolar and D.I. of Police) who have not sent in their reports

14 to the Dr Coors and all Hds of Depts except Senior Surgeon are not in favour against the Strict application of article 535-(d) Mys R. (1) of Railway fare ~~in preference to~~ Road mileage article 535(d) ~~rule under~~

The Sr Surgeon Says that it is not usual for his departmental Officers to perform road journey, The Geol Dept considers that the Strict rule need not be enforced for distances of 20 miles and less and that for longer distances Conveyance charges and Rr fare should be allowed The Rly Comr says that travel by road and claiming Rr fare may be allowed mileage being admitted when the road journey is established as being in the interests of public

NOTE—Contn. sheet.

GPB—20,000—30-6-15.

General and Revenue Secretariat.

Mysore File No. 2219 of 1914.

Serial No.

The Chief Engr says that for emergencies and insuitable Rly timings, this rule should not be enforced.

45 Except the Comptr ~~all the rest are not~~ no other Mysore is in favor of it.

(2) Limit of daily ~~allowance~~ travelling allowance being limited to double daily allowance

The Comptr says that special Cases in which this rule has to be violated, should receive Govt Sanctn.

46 Except the Excise Comr, all the other Hds of Depts are ~~not in favor of~~ again reduc

(3). Reduction of mileage for motor journeys

The Ex Comr considers that ½ rate of mileage may be tried for Dr Comrs and that if the expense exceeds this reduced rate, Official Superiors permission should be attached to TA bill

47 Of the Dr Comrs, all the rest except Dss of Chitaldrug Hassan, Bangalore & Shimoga

NOTE—Contn. sheet.

GPR—90,000—20.6.15

General and Revenue Secretariat.

Memo File No. 2219 of 1914.

Serial No.

are against a change. The D.C. Chitaldrug says that the proposed rule may be enforced after 60 miles. The D.C's of Hassan and Bangalore are for introducing the change in case of motor cycles and D.C. of Shimoga is in favor of 6 annas mileage for cycles. and further suggests that as no change for motor Cars is called for, the system of ~~of~~ for Motor Cars may be tried giving some reduced rates of ~~Mileage~~ -2 A

6) Generally all are in favor of leaving the whole regulation of 24 in the hands of the Countersigning Officers and if necessary to frame additional instructions for the Countersigning Officers. This suggestion will only be a partial solution so far as the powers of D.C's Officers are concerned. May the opinions of the

NOTE—Contn. sheet.

General and Revenue Secretariat.

Mysore File No. 2219 of 1914.

Serial No.

Dy. of Police & the D.C., Kolar be awaited 2`

PRW 10.11.15

10.11.15 A Statement showing the Opinions of the Officers Concerned is put up. The Officers are generally against the Suggestions made for reducing tia for swift journeys and Amin de That stricter scrutiny by Comms issuing Officers will check all tendencies to ~~the~~ unnecessary rapid marches being made for the sake of mileage. ~~the~~

2. That unnecessary rapid journeys are at times made, putting Govt to unnecessary loss Can not to be denied and even taking into consideration the fact that the ability to make rapid journeys increases the Efficiency of an Officer, the Value of slow marches - especially in the case of District Officers. is undeniable ~~rapid journeys by motors has not decreased~~ is as great to day as in the past. Motor cars & motor cycles, though helping ~~the~~ Offrs to make long marches, ~~tend~~ do not encourage them to stop long in ~~any~~ any particular place and militate against their coming into closer contact with the people. This aspect has not been properly

NOTE—Contn. sheet.

GPB—20,000—30-6-15

Serial No.

Emphasised by any Dy Comr or Head of Deptt:
It can scarcely be denied that an officer stopping
for 10 or 12 hours in a particular village will
get in to greater touch with the local people
than if he were to stop there for a few
minutes a return in his car which
is what one is compelled to do if he travels by
a motor car or cycle -

9 Regarding the expenses of running a motor
car, which so much is made by some officers
it has also been said that it is incorrect to
assume that the entire charges of
keeping up a motor car should be
borne by Govt. An officer uses a car not
only while touring on Govt work but also for his
own private work and for his personal pleasure
It is not should he not bear a share of keeping
up the motor car on account of the latter considerations

10 It is thus clear that Govt
is justified in limiting in some manner
the tA for rapid journeys: Such limitations
are contemplated by article 591 CSR Note
2. The following rule seems to be
suitable for adoption; it is simple to apply
and the underlying principle is not
difficult to ~~—~~ easily recognised.

11 The maximum road mileage ~~which~~

12

NOTE—Contn. sheet.

GPB—20,000—30-6-15.

General and Revenue Secretariat. | Mlry File No. 2219 of 1914.

Serial No.

(the rate of which mileage is not less than 4 as a day)
that an officer can draw for a day, may be limited to twice the daily allowance — if during the journey the total absence from Head Quarters does not exceed 48 hours — and to Thrice the daily allowance in other cases. If Govt consider these rates too low, they may be 3 & 4 times the d.a. respectively. The lower rate is suggested for short absences from HQ Quarters as officers are likely to go out & come back without actually camping out and without incurring any exp.. Thrice the d.a. will mean that a DC can will get maximum d.a. for doing a distance of 30 miles and will get nothing more for longer journeys.

in the DSR numbered

24. A new article 556 A is suggested for the purpose — worded as follows: —

"Without the special sanction of Govt, which will be granted only in exceptional cases, an officer the rate of whose mileage is more than 4 as, cannot for a day draw in the shape of road mileage more than the road mileage that an officer entitled to mileage at more than 4 as, can draw for a day is limited to twice the daily allowance, if the total absence from Head Quarters during the journey does not exceed 48 hours, and thrice the daily allowance, in other cases."

Revised

NOTE—Contn. sheet.

GPB—20,000—30-6-15

29/11.

General and Revenue Secretariat. | Home File No. 2219 of 1914.

Serial No.

14 The foregoing note of the Asst Secy written under my instructions represents my views as regards the solution of an admittedly difficult & somewhat delicate problem.

1/12

(1st member)

15 Was not this question recently decided in Council, that no alteration need be made? If not, please place this again for consideration at a meeting.

14/12/15

(Home Secy)
(Genl Secy)

15/12

16 To Genl Secy for kindly noting if there is any Council decision & then taking action as desired by 1st Mr.

22/12

(17) (Genl Secy)
Council Section

(18) 24/12/15

Received back from Council Section on 3.1.16 for further information called for by 1st member

3/1/16

31/12/15

30/12/15.

19 It was in August 1913 that

NOTE—Contn. sheet.

GPB—20,000—30-6-15

General and Revenue Secretariat. | Home File No. 2219 of 1914.

Serial No.

Flag P.

the Council decided that no revised or additional rules were required for Swift motor journeys.

Flag Q

31) The Subject had to be revived after the Council Resolution of 9.9.14. and in accordance with the intentions of Govt as therein expressed, the opinions of the Select Hds of Depts & D C's have been obtained what is now placed Submitted are these opinions and orders of Govt have to be passed on them.

PRW 13.1.16. (Clerk)

Le 3-1-16.

13.1.16.

32) This will be brought before a meeting of the Council after Avi Ayudha Puja, if the Dewan approves:

Dewan)

Dewan approves 17/1 hr

3675 18.1.16

33) Yes - H 22/2/16

Cl Secty

(Circulation already completed)

NOTE—Contn. sheet.

GPB—20,000—30-6-15.

Subject.-(Clause viii of the Schedule)

34)

Question of amending the general rules regulating the travelling allowances for rapid journeys by motor.

Annual

It is reamas to deal with T.A. Bills promptly

35)

OPINION OF THE COUNCIL.

The Financial Secretary may be requested to work out details in regard to the suggestion* made by the Dewan.

13/4 Dec

(*) (Vide Dewan's note d.1.4.16 in the linked file re Revision of T.A. rates.)

20.1.16. W. D. 791—GPB—2,000—2-10-15

16

REPLY.

*(To be written on this margin.)*

# Office of the Dewan of Mysore.

NOTE.

*Dated*.....1.st..April.....*191* 6.

36

My information is that the amount of travelling allowance drawn by officers in Mysore is higher than in British India. It seems necessary to fix a limit for each class of officers and it may be necessary to rule that when such a limit is exceeded the sanction of a higher authority than the officer who usually countersigns, or of the Government (to be specified in each case) will be necessary. This suggestion may receive consideration in disposing of the Council File (C.No.60) relating to the "Revision of the Travelling allowance rules and rates in Mysore".

37

The papers may be circulated to the Second Member also, after perusal by the Financial Secretary.

1.4.16.

The Secretary,

General Department.

37 Seen 5/4 Our 5/4

.56.
6.4.16.

C.S Our 4/4

37b Seen

Our 7/4

General and Revenue Secretariat. | Fin. File No. 2219 of 1914.

Serial No.

38 The opinion of the Council is noted on the previous page.

39 Forwared, with compliments, to the Financial Secretary to Government for favour of necessary further action.

Dewan Bahadur Rao
1/4

40 This file relates to the imposition of some check to officers drawing excessive amounts of travelling allowance by making swift journeys by means of motor vehicles.

1592

41 In taking action upon the Dewan Saheb's minute of 1st April 1916 the file relating to the General Revision Travelling Allowance rates and rules has been linked with this file. I venture to think that this action is quite unnecessary and will only result in delaying the disposal of that file which is now pending for nearly 10 years.

42 The file relating with the General Revision of Travelling Allowance rates and rules is a very complicated one. It approached finality once about 5 years ago when a council resolution was recorded at the 269th meeting of the council dated 16th September 1911. For some reasons the matter retrograded and got buried once again. It was revived with much difficulty and labour at the beginning

NOTE—Contn. sheet.

GPB—70,000—17-12-15

Serial No.

of this year and the council again recorded an opinion in the matter at its 371st meeting dated 12th January 1916. The disposal of this case in council took up nearly the whole sitting of a meeting at which I was present and gave all necessary explanations to facilitate disposal. By allowing it to be linked with a file of less importance on which there is considerable difference amongst various authorities, we shall be perhaps, allowing this old and bulky file to slip out of the stage of disposal once again. This would mea a very great and lamentable waste of much valuabl time. This case is now in our grip. The council resolution has been recorded and a draft note in accordance with the resolution is put up. It has only now to be considered by the Dewan Saheb and submitted to His Highness for sanction. I have therefore separated the General Travelling Allowance rates and rules revision file and resubmitte it to the Dewan Saheb for favor of approval of th draft submission note.

As regards the subject matter of the Dewan Saheb's minute dated 1st April 1916 I venture respectfully to state that additional rules suggested at A para 13 of the preceding notes will b a very good solution. This will be exactly with the Dewan Sahebs wants.. No one will be allowed t

draw

Serial No.

draw travelling allowance for any day in excess by twice or thrice the amount of his daily allowance. If this rule be approved and if the countersigning officers discharge their duties satisfactorily it is hoped that all abuses of travelling allowance rules in the direction indicated in the Dewan Saheb's minute of 1st April 1916 will ~~be stopped~~ cease.

26/4

Dewan)

5825/27.6.16

Please bring up at a meeting of Council.

C.S. To note & to bring up a statement showing position once kept copy of Dewan's Note. 295

This & the general question of revision of rules of T.A should be treated as continuous subjects in the Council Section till finally disposed of.

18.5.16

C(Secy)

C.S once 295

694. 22.5.16.

I am opposed to any such rules. Old rules re Travelling allowances will be sufficient. It is the duty of the countersigning officers to check rapid increases

3.9



GPB—70,000—17-12-15

of M. 34 of 11

G.R.S. 13]

## Routine Notes.

694/22.6.16 [To be used only for notes, requisitions, etc., not intended for permanent record.]

The Dewan desired the General Secretary to kindly bring this up, at ~~an~~ informally at a meeting of Council —

Submitted to General Secretary —

B. V. Lakshmana Row
2. 8. 16.

C.S. ordy 4/V

Subd

The Dewan Saheb has to be reminded in the 1st week of January and July of each year regarding the early disposal of the question of revising the Ta. for swift journeys by motor cars. & Ta. rules in general The file in this connection has been put up in some other connection and is not in the Branch. As the question has not yet been finally disposed of this may be referred to the Dewan's office for being subd to the Dewan

File re revision of Ta. rules of Ta. for swift journeys by motor cars to be laid before Council by Dewan's Office

8/7/16

8/7/16

8/7/16

N.B.—Should routine notes be written on small slips, the notes must be copied, or slips pasted on this form.

GPB—50,000—5-8-15

189
10.7.16

Extract from the Proceedings of the.....400th.....Meeting of the Council of His Highness the Maharaja, held at.....Bangalore,.....

on the...9th..November.....19 16.

---

2. SUBJECT.- (Clause viii of the schedule.)

Question of amending the general rules regulating the travelling allowance for rapid journeys by motor.

OPINION OF THE COUNCIL.

All rapid marches by motor exceeding 50 miles should be explained in the bills.

The Audit office may refer bills to Government for orders after payment in doubtful cases.

Sd. M. Visvesvaraya,

Dewan of Mysore.

"EXTRACT"

D. M. Narayana Rao 1911

Secretary to Government,
General Department.

WD. 156. CPR. 1,000—19.7.16.

G. R. S. 12]

General and Revenue Secretariat. | H File No. Mis 34 of 1916.

Serial No.

55 Extract from the Proceedings of the Council is put up. Forwarded with compliments to the Secretary to Government, Financial Department, for favour of necessary further action.

By Order

D. M. Narayana Rao 10/11

*Secretary to Government,*
*General Department,*

A/s Fri

M
14/11

56 [Mr heading gives remarks col. to be elaborated -
This also using for conveyance &c

MR

15/11

Submit
Draft order
57 DSIV are put up

FC(Secy) Re 22.11.16

58 Clean drafts please

M 1/12

59 6 clean drafts put up.

Mon 1/12/16

~~Despatched~~

FC(Secy) Re 2/12

M 5/12

OTE—Contn. sheet.

W D 2382—GPB—500—20-3-16

3308 7-12-16

Dewan)

*Submitted to His Highness.*

The question of framing special rules restricting the travelling allowance for swift journeys by motor vehicles has been under the consideration of Government for some time past.

2. There was a feeling that very rapid journeys were not always in the interest of the public service and that Government would be put to unnecessary expense by paying ordinary mileage for them. But a satisfactory solution was not easy to arrive at. The subject was considered in Council more than once and in the meeting on* 9th November 1916, it was resolved that all rapid marches by motor exceeding 50 miles, in the course of a day, should be explained in the travelling allowance bills and that in doubtful cases the audit office may refer bills to Government for orders after issue of order of payment.

3. The resolution of the Council may be graciously approved.

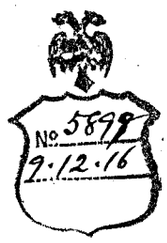
M. Visvesvaraya
9th Dec 1916

1872

*Page 21 of office notes.

Record of Cases submitted for the Orders of His Highness the Maharaja.

## *Subject.*




Recommendations for regulating the travelling allowance for swift journeys by motor vehicles.

5.99

## *Order.*

~~KRMS~~

13/12/16

K. Leey
14/12

General and Revenue Secretariat. | File No. [illegible] of 191[illegible].

| Serial No. | |
|---|---|
| 15 | To<br>The Comptroller.<br>" Heads of Departments<br>" Deputy Commrs of Distts<br>No. M 3280-328 dt 18-12-1916<br>No "<br>Direct that the necessity for rapid marches by motor vehicles exceeding 50 miles in a day, should be explained in the remarks column of the bill. |

NOTE—Contn. sheet.

GPB —70,000—17-12-15

G. R. S. 26]

File No. 2-15

Serial No. 1

*Diary No. of letter replied to*

No. H 901-17

8/19 August/15

General and Revenue Secretariat

( )

, *the* 191 .

To

The Rev: Commissioner in Mysore
The I. G. of Police
The I. G. of Education
The Chief Engineer
The Excise Commr
The Conservator of Forests
The Senior Surgeon
The Director of Mines & Geology
The Comptroller
The Dy. Commrs of Dts

Date of issue 19-8-15

Signed by [illegible]

Sir,

I am directed to state that the attention of Govt has been drawn to the increasing number of instances in which motor cars and motor cycles are being used for making long and swift journeys. In some of these instances the journeys

over. do

SUBJECT.

KHA 1878

do not appear to be quite necessary
in the interests of the public service.
Govt recognize that ~~the~~ much time
of Govt officers is ~~considerably~~ saved
~~economised~~ by swift journeys by
motor and that in the case of officers
of high standing and on some
occasions in the case of other officers
as well motor journeys ~~conduce~~ are for this
~~to economy of time~~ reason desirable unobjectionable.
At the same
time they consider that it is
desirable to devise if possible
some rules by which the tendency
to needlessly run up mileage
by swift journeys by motor
vehicles may be counteracted.

2. As the rules stand at
present no distinction is made
between the trav: allce admissible
for a journey in an ordinary
conveyance and that in a
motor car or cycle. The proper
exercise of the discretion
vested in the countersigning
officer

*List of enclosures.*

*Copied by*

*Examined by*

GPB—25,000—8-8-11.

GENERAL AND REVENUE SECRETARIAT.

*(Continuation sheet draft form.)*

Officer is of course a valuable safeguard against all ~~abuses~~ abuses of travelling allowance rules. Govt have reasons to think however that countersigning officers do not in some cases think it necessary to go into the question of necessity for such long journeys as ~ thoroughly as might be desired It is considered that the following rules may be suitable for ~ checking the tendency referred to above:—

(1) To apply the restriction under art: 535 (a) M.S.R. Strictly ie not to allow railway fare being exchanged for road mileage between places connected by rail.

(2) To limit mileage that could be earned in a day to say, twice the daily allowance.

(3) To give only reduced mileage of say 4 as or 6 as after a distance

distance of say 30 miles.

3. I am directed to request you to be so good as to favor Govt with your views in the matter.

I have etc

M/ W/

H. Secretary.

M/ 618

12/8/15

1915-6.

From

B. Ramaswamaiya Esquire,
B.A, B.L.,
Deputy Commissioner
Hassan District.

To Dewan Bahadur
J.S. Chakravarthi Esqr. M.A,
F.R.A.S &c
Financial Secretary to the
Govt. of Mysore, Bangalore

Dated 26th August 1915

Despatched Camp Arsikere

Received

General No. 19

No. Camp

Enclosure No. Nil

---

Subject-

Furnishing views
in the matter of framing
certain rules for regulating
Claims to mileage for
Motor Car or Cycle journe

DIARY No. 706

TO I.S. TO 16
SECTION S & A
FILE No. 2-15.
ITEM No. 2

Deputy Commissioner's office
Hassan District
Dated Camp Arsikere
26th August 1915

From,

B. Ramaswamaiya Esquire,
B.A, B.L.,
Deputy Commissioner
Hassan District

To,

Dewan Bahadur
J. S. Chakravarthi Esquire M.A, F.R.A.S.tc
Financial Secretary to the
Government of His Highness
the Maharaja of Mysore
Bangalore

Sir,

I have the honour to acknowledge the receipt of your letter No: F1.901-17 S&A. 2-15-1 dated 20th instant, in the matter of framing certain rules for regulating claims to mileage for Motor Car or Cycle journeys, and in reply to

Sale - as follows:—

It seems to me that a distinction between travelling allowances admissible for journeys, based on the mode of Conveyance used is hardly justifiable. Recognising that much time of Government officers is saved by swift journeys by Motor Cars or Cycles, some allowance must be made for the making of such journeys as may be necessary in the interest of Government work. No doubt, the tendency to needlessly run up mileage by swift journeys requires to be checked, and this it seems to me, is amply provided for in the power vested in the Countersigning officer for checking abuses of travelling allowance rules. If it is feared that Countersigning officers do not in some cases go into the question of necessity for long journeys

journeys as thoroughly as might be wished, it may be remedied by the issue of instructions to such officers to exercise the power vested in them with more care and stringency and with due regard to the interests of Government finance. I beg to state, with due deference, that no special rules to regulate claims to travelling allowances for journeys made by Motor Cars or Cycles, as distinguished from other modes of Conveyance are called for.

Having expressed this opinion, however, I may also be allowed to make a few observations on the proposed rules.

Rules 1 and 2. These are sure to work hard on touring officers. The maintenance of Motor Cars is admittedly very expensive, and though of course, travelling allowance should not be

Yet only fair that the expenses of travelling should be fully met by the allowances earned.

Rule 2. again, would also work somewhat anamolously in the case, say of officers whose daily allowance is Rs 5/-. For a journey, say, of 25 miles by an ordinary Conveyance he could claim mileage of Rs 12-8-0, but if he travelled by motor, it would be limited to Rs 10/-, which is obviously unfair.

Rule 3. This is perhaps the least hard of the proposed rules, should it be considered indispensable to make some special rules. A reduced mileage of annas six after a distance of 30 miles or so, would not perhaps afford grounds for much complaint.

I have the honour to be,
Sir,
Your most obedient Servant
D Ramaswamiah
Deputy Commissioner
Hassan District

MMR

CONFIDENTIAL.

Office of the Deputy Commissioner,
Bangalore District.

No. F 130

Dated Bangalore, 28th August 1915.

From

K.Chandy Esq., B.A.,
Deputy Commissioner,
Bangalore District.

To

Dewan Bahadur J.S.Chakravarti, Esq., M.A., F.R.A.S.,
Financial Secretary to the Government of H.H.
the Maharaja of Mysore, Bangalore.

Sir,

Adverting to your letter No.Fl.901-17/S & A.2-15-1 dated the 20th instant, calling for my views in the matter of the rules devised to counteract the tendency to needlessly run up mileage by swift journeys by motor vehicles, I have the honor to state that as, the Government and the Public desire that the Deputy Commissioners should tour in the Districts as often as they possibly could, and as officers of and above, the grade of Deputy Commissioners should be expected not to abuse the Travelling allowance Rules and as they have to maintain a large establishment and do not, as a fact, make any profit from the travelling allowances, it does not appear to be necessary to reduce mileage rates so far as they are concerned. But as regards other officers and especially such officers as travel on motor cycles or bicycles, Rules 1 and 3 mentioned in the letter under advertence may well be enforced.

2. It is necessary also to note that it has been found by calculation that no motor car runs at less than 10 to 12 annas a mile (including depreciation) and that owners of cars lose about Rs.100/- a month after making allowance for Travelling Allowance Bills; this is not the case as regards motor cycles, owners of which gain by the mileage rules.

I have the honor to be,
Sir,
Your most obedient servant.

1915-16.

From

The Deputy Commissioner,

Shimoga District.

To The Secretary to the Government Of Mysore, Financial Department, Bangalore.

Dated 13th September 1915.

Despatched

Received

General No. 134

Fl No. 6

Enclosure No.

Gives opinion in the matter of issuing sertain rules for checking the tendency to make long and unnecessary journeys by motorcar.

851

1915 16

No. 134

Office of the Deputy Commissioner,
Shimoga District,
Dated Shimoga 13th September 1915.

From

K. Matthan, Esquire., B.A.,
Deputy Commissioner,
Shimoga District.

To

Dewan Bahadur
J.S. Chakravarti, Esquire., M.A., F.R.A.S.,
Financial Secretary to the Government of Mysore,
Bangalore.

Sir,

I have the honour to acknowledge the receipt of your letter No. Fl 901-17/S&A 2-15-1 dated 20th August 1915 in the matter of issuing certain rules for checking the tendency to make long and unnecessary journeys by motor car.

2. The introduction of motor vehicles has undoubtedly increased the expenditure on travelling allowances, and it is only right that every possible safeguard should be devised against any tendency to increase mileage bills. But there are two aspects of the matter that have to be carefully considered. The first is the expenditure actually incurred by the owners of motor vehicles, as compared to that incurred by those who own only horses, bullocks and bicycles. The second is the value to Government of the use by their officers of motor vehicles, as compared with the use of other conveyances.

3. As regards the cost, I think it might safely be admitted that, including charges for petrol, lubricants, carbide etc., pay and batta of driver and cleaner, renewal of tubes, tyres and other parts, and depreciation, the cost of running a car is about 8 to 10 annas a mile for a man whose car mileage is 300 to 400 miles per month. This is if the roads

are in fair condition and the owner has no particular ill-luck. At Bangalore and Mysore, where road are good and stores can be had readily and repairs are easy, the cost may be a little less, by perhaps an anna a mile, and in outlaying Districts where roads are bad, repairs are costly (cars having to be sent to Bangalore in cases of serious damage), and stores have to be obtained from elsewhere, the cost may be a little more; but the figure given above may be taken as a fair average.

4. For a motor cycle the cost is of course less, and may, I understand, be put down at about 4 annas a mile, all charges included.

5. In addition to the above a touring officer has to pay cart hire for transport of kit and personal servants at about 2 annas a mile - 1½ annas in the maidan and 2 to 3 annas in the malnad. ( This can only be avoided in the case of short tours). Then there are Traveller's bangalow fees, batta to servants and even peons ( unless the officer be a provincial officer whose peons get mileage). In the case of officers of the Revenue Department, they have also to maintain at least one horse, the cost of which would be about Rs 35/- to 40/- a month.

6. The above points made it pretty clear that to an officer who owns a car the prospect of getting more travelling allowances can never be an incentive for lengthened tours. Taking only the money point of view, he has to run a car a certain distance (say 250 miles a month) to make good his fixed charges, but beyond that every additional mile means a loss to him which he would not willingly incur. For a District officer, I would, from my own experience, put down the loss to be about Rs 100 a month.

7. In the case of owners of motor cycles, after all expenses are met there may be a saving of an anna or two a mile.

8. As regards the value to Government of the use of motor vehicles, the great saving in the time taken up in travelling is recognised in the first para of your letter. This is the case not only in the case of the highest officers, as suggested in your letter, but even in the case of others. In the pre-motor days a journey, for example, from Shimoga to Sagar or Sorab would take three days, and in any case could not be done in less than two days of pretty continuous travelling rendering the officer

unfit for any other physical or mental work on those days. But now the same journey can be performed in two to three hours and the officer is quite fresh for work at the end of the journey. A little calculation will show that even if only the pecuniary value of the officer's time be taken into consideration the bargain is not by any means a bad one for Government --provided of course that the officer has enough work and does not waste his time; and who can say that in these days when so much more, both of quantity and quality, is expected from all officers, that every extra hour saved by an officer for work is not of value-- even pecuniary value --to the Government?

9. But this is not all. A motor vehicle ~~makes~~ enables an officer to pay surprise visits to subordinate officers, such as could not have been dreamed of in the old days, and this makes for improved efficiency in all such offices. In fact, a great deal of the improvement in this respect can distinctly be traced to the feeling ( or fear) that a superior officer may come down for inspection at any time without warning.

10. The conclusion of the whole matter then is that the use of motor cars (by owners) for Government work actually means pecuniary loss to them and advantage to Government. Far from there being a case for penalising the use of motor cars, there is every reason to ask the Government to increase the mileage rate (in the case of officers owning motor cars) for motor car journeys to 12 annas a mile and to allow mileage even in the case of journeys of less than 20 miles. If this proposal does not meet with approval, I would suggest that a motor car owned by Government and run at Government expense be placed at the disposal of every touring officer of the grade of Deputy Commissioner and upwards, ar that a charge for the use of the car be made at say five or six annas a mile (leaving two or three annas a mile for cost of kit cart, Travelling bangalow fees etc.)

11. In the case of owners of motor cycles, there is no doubt a small net gain, but whether the increased efficiency of officers using these conveyances and the saving in time effected by their use may not be taker as counterbalancing this is a point for Government to decide. If some

restriction is considered necessary in such cases, it may take the form of reducing the mileage rate after the first thirty miles to six annas.

I have the honour to be,

Sir,

Your most obedient servant,

Deputy Commissioner,

Shimoga District.

C.T.

10/8/16
SECTION

Office of the Conservator of Forests in Mysore.

No. 2882 Dated, Bangalore, 13th September 1915.

From

M. G. Rama Rao Esquire, B.A.,
Conservator of Forests in Mysore,
BANGALORE.

To

Dewan Bahadur
J. S. Chakravarti Esquire, M.A., F.R.A.S.,
Secretary to the Government of Mysore,
Financial Department.

S i r,

With reference to your letter No. Fl.901-17/ S&A. 2-15-1 dated the 20th August 1915, proposing certain rules for checking the tendency to needlessly run up mileage by long and swift journeys by Motor vehicles and calling for an expression of my opinion thereon, I have the honour to state that the -- proposed rules, I am afraid, would in the long run, impair the -- efficiency of the Administration as a whole, besides depriving the countersigning Officers of the wholesome powers of discretion vested in them. I am inclined to hold this view for the following reasons:-

If rule 1, viz, that contained in Article 535 (d) is enforced, it would be impeding the easy disposal of work so far as the Forest Department is concerned. For, in not a few instances there exist plantations between two places connected by rail and it will only be an unnecessary waste of time to Govern-ment if a Forest Officer has, in virtue of such a rule, to proceed to the Railway Station prior to his going to the place of his inspection.

As regards the mileage limit contemplated to be

introduced in rule 2, the hardship resulting therefrom can best be illustrated by means of a concrete instance such as the following:-

A Deputy Conservator of Forests is at present in receipt of a daily allowance of Rs 5/- so that he will not be eligible for more than Rs 10/- as mileage for any march that he may have made in the interests of Government.

As per existing rules, Daily allowance cannot be -- exchanged for mileage if the journey does not exceed 20 miles. His case reduces itself to this. If he marches 20 miles or less, he can only claim Daily Allowance, viz, Rs 5/- and if he marches more than 20 miles, he can only claim Rs 10/- and -- nothing more. It is an admitted fact the longer the distance one has to travel, the greater the expenses he will have to incur to cover the journey. But the existence of a rule like this would naturally rob the incentive for making such long -- marches even in cases where there is an urgent necessity for them, for, if he should do so, he will find himself on the minus side of his finance. The case would be still worse in the case of Officers drawing a daily allowance of less than Rs 5/-. The effect of such a rule on Government Officers in whom certai direct responsibilities have been vested, will not, I am afraid, be conducive to the satisfactory working of the Department.

The proposal that the rate of mileage should be -- reduced either to 4 or 6 annas a mile after a distance of 30 miles in the case of journeys by Motor vehicles is evidently intended to cut down as far as possible the heavy cost entailing on Government, but when it is borne in mind that even the rates of mileage as per existing rules do not cover the actual expenses of hiring a Motor which cannot be had at less than -- 12 annas a mile, the hardship engendered by such a rule would be obvious.

It is within the experience of all Officers owning Motar Cars, that the cost of maintaining one for touring purposes would amount to not less than Rs 250/- or Rs 300/- a month, and I have known no instances in the Department in which the claims for travelling allowance in any month have exceeded this sum. I therefore consider it inexpedient to introduce any hard and fast rules for governing such journeys. In practice, the claims for mileage are discouraged as much as possible, and when no satisfactory explanation is forthcoming, one or other of the remedies embodied in the proposed rules are being actually applied or the claims are totally disallowed. The discretion vested in the countersigning Officer is a sufficient safeguard, I think, to prevent abuse of the Travelling Allowance Rules, and whenever the Audit Officer has any doubt as to the necessity for a particular claim in the bill, he can always refer the question to the countersigning Officer for opinion --- before admitting the claim.

I have the honour to be,

Sir,

Your most obedient servant,

Conservator of Forests in Mysore.

GPB—2,000—27-7-14

Edn. 81]

1915-16

*From*

RAO BAHADUR M. SHAMA RAO, ESQ., M.A.,
*Inspector-General of Education*
*in Mysore.*

*To* The Financial Secretary
to the Government of Mysore.

*No.* 3783/158

*Dated* 26th August 1915.

*Received*

*No. of Enclosure.*

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SUBJECT.

Submitting the views of the Inspector General in favour of swift journeys by motor cars and cycles.

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DIARY No. 756
1915-1916
SECTION [illegible]
FILE No. 2-15.
SERIAL No. 4

Edn. 81]

OFFICE OF INSPECTOR-GENERAL OF EDUCATION IN MYSORE.

No. 3783 / 158

*Bangalore,* 26th August *1915*

*From*

RAO BAHADUR M. SHAMA RAO, ESQ., M.A.,
*Inspector-General of Education in Mysore.*

*To*

Dewan Bahadur J.S. Chakravarti, Esq., M.A., F.R.A.S., &c.
Financial Secretary to the Government of Mysore,
Bangalore.

SIR,

With reference to your Circular No.Fl.901-17/S & A.2-15-1 of the 20th.instant regarding long and swift motor car and motor cycle journeys, I have the honour to inform you that I have always found that the up-keep of a motor car is very costly and have never been able till now to recoup the expenditure in full by the Travelling allowance received. I do not know if others are more fortunate than myself. In such matters, I think it is desirable that the countersigning officers should be asked to exercise stricter check rather than that the allowances should be reduced.

I have the honour to be,
Sir,
Your most obedient servant,

M. Shama Rao.
Inspector General.
M. M.

TNR.

1915-16

From

The Deputy Commissioner,
Chitaldrug District.

To

The Financial Secretary to
the Government of Mysore
Bangalore

Dated 3rd September 1915.

Despatched 3rd September 1915.

Received

General No. 121

No.

Enclosure No. ———

Furnishing ~~his~~ opinion regarding certain rules for checking the tendency to run up mileages by swift journeys by motor vehicles

DIARY No. 789

10-9-15 16

SECTION S+A

2-15

5

Office of the Deputy Commissioner,

Chitaldrug District.

Dated Chitaldrug, 3rd September 1915.

From

C. S. Balasundaram Iyer Esquire B.A.,

Deputy Commissioner,

C h i t a l d r u g.

To

Dewan Bahadur

J. S. Chakravarti Esquire M.A.,F.R.A.S., &c.,

Financial Secretary to the Government of

His Highness the Maharaja of Mysore,

B a n g a l o r e.

S i r,

With reference to your letter No.Fl.901-17/S & A. 3-15-1 dated 20th August 1915, regarding certain rules for checking the tendency to run up mileages by swift journeys by motor vehicles, I have the honor to state that in my opinion as a District Officer, it is not advisable to frame rules on the lines suggested in your letter. To discuss in detail the 3 suggestions made in the letter, the restriction under article 535(d) Mysore Service Regulations, cannot be strictly enforced without the exception therein referred to, as District Officers may often have inspections to make in road-side villages, and in the interests of public service, road journeys are very desirable. If as contemplated in your letter, road mileage is not to be allowed for such journeys under any circumstances, it will work as a hardship and the result will be that officers may be inclined to postpone or give up their intended road marches and inspections to the detriment of public interest. It is therefore desirable that the concession which is now allowed viz to allow road mileage ~~is~~ in certain cases should be retained. The present practice is all the more necessary in cases where the two places where the journey begins and ends are not directly but only indirectly connected by rail. To take an instance from this District, if an officer has to go from Chitaldrug to Davangere, he may either go wholly by road 70 miles or go to Holalkere by road (24 miles) and thence by rail. The latter route is slightly cheaper than the former, but for want of

good road-connection between Holalkere and Davangere, a motor used for the road journey to Holalkere will have to be sent 64 miles by road to be available at Davangere or the officer will have to transport it by rail at his own cost, both of which courses are not fair to the officer.

2. As regards the mileage earned in a day being limited to twice the daily allowance, it is well known that even journeys by the ordinary modes of conveyance may extend to about 30 miles in a day and the mileage that will then be admissible will amount to about Rs 15 for such journeys. By limiting the mileage to twice the daily allowance only when a motor is used an officer will have to lose considerably and often get much less than his actual expenses. It is not clear why motorists should alone be penalised in this way. The framing of such a rule will therefore not be conducive to efficient discharge of public duty, for, long and rapid journeys are occasionally necessary on the part of executive officers in public interests.

3. The proposed reduction of mileage to 4 or 6 annas after a distance of 30 miles will also not be fair as ordinarily the actua charges per mile for a motor car will not be less than about 4 to 5 annas for petrol and other ordinary running charges exclusive of depreciation. It has to be remembered that petrol, oil &c., are more costly in the Districts than at Bangalore.

4. I quite recognise that the ability to make long journeys by motor may be and perhaps is, abused and that it is necessary to ensure that Government gets full value for the travelling allowance that is paid. The duty of preventing abuses of the rule is one essentially devolving on controlling and countersigning officers and it would be wrong to divest them of that responsibility and lay down a hard and fast rule which will operate harshly and contrary to public interests in several cases. What is necessary to secure this object is that the countersigning officers should be enjoined to see and satisfy themselves that the necessit for rapid marches is real and admissible in public interests and

to disallow all mileages claimed for unnecessarily long and rapid marches. If I may be permitted to make a suggestion a limit of 60 miles per day which may take about 2½ - 3 hours by motor and leave the officer a good deal of time for work, may be fixed as ordinarily admissible and specific reasons for each journey may be required to be given to the satisfaction of the countersigning officer for all marches exceeding that length. A certificate in each bill by the countersigning officer that he has by careful scrutiny, satisfied himself as to the genuineness of the claim may also be insisted upon in all cases where a journey of more than 60 miles has been made on one day.

I have the honor to be,

S I R,

Your most obedient servant,

C S Balasundaramji

Deputy Commissioner,

Chitaldrug District.

S.V.

Jus

From

The Senior Surgeon,

Mysore Govt., Bangalore.

To

The Secretary

to the Govt. of Mysore,

Financial Deptt.,

Bangalore.

Dated 20 – 9 – 1915.

No. G. 157

Encls.

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Subject.

Furnishing opinion on the draft rules for preventing the possibility of touring Officers earning large amount under milege by making long journeys in Motor Vehicles.

DIARY No. 910

10/5/16

SECTION: S+A

2-15.

6

No. G. 157
Encls.

Office of Senior Surgeon, Mysore Govt.

Dated, Bangalore, Sep. 20 1915

191

From

Rao Bahadur T. V. Arumugum Mudaliar, Esq., M. B., C. M.,
Senior Surgeon with the Government of
H. H. the Maharaja of Mysore, Bangalore.

To

The Secretary to the Government of
H. H. the Maharaja of Mysore,
Financial
~~General~~ Deptt., Bangalore.

Sir,

With reference to your letter No. Fl. 901-17/ S&A 2-15-1 dated 20th August 1915, calling for my opinion on the draft rules proposed to be issued for preventing the possibility of touring officers earning large amounts under mileage by making long journeys in motor vehicles, I have the honor to state that so far as medical department is concerned there could not have been many instances where District Medical Officers travel in motor vehicles, except perhaps when they had to follow the Dewan or Members of Government during their tours in the districts.

2. Ordinary tours for the inspection of dispensaries are performed by the District Medical Officers by slow marches in ordinary conveyances. If a particular is once inspected in any year the same will not be usually allowed to be again visited by the inspecting officer in the same year, unless some new or unforeseen public duty renders such second visit necessary and this point is always borne in mind when travelling allowance bills are countersigned in this office and forwarded for audit.

3. In cases where an officer could not evenly distribute his inspection work over all the 12 months of the year but had to perform it in a shorter period the travelling allowance earned might appear large for that short period. But it cannot be disproportionate as compared with the distances which he should have covered whether by slow or by quick marches or with the amount of inspection work done.

4. It may also be added that my own experience (and I believe that of other Provincial Touring Officers) of motor conveyances has been that beyond the ease and saving of time resulting therefrom they possess no other advantages. The cost of their maintenance, repairs and other up-keep is more than what the officers may draw in the shape of mileage, and the use of motor cars in tours can never be a source of gain to the officers concerned.

5. I do not therefore think that there is any necessity for the draft rules proposed, in the letter under advertance, except the first one, namely, the strict application of the provision of article 535 (d) of the Mysore Service Regulations in all cases.

I have the honor to be,

Sir,

Your most obedient servant,

Senior Surgeon.

GPB.--100,000 --29-7-14

191

From The Deputy Commissioner, Mysore District

To The Financial Secretary to the Govt of Mysore

Dated

Despatched 23-9-15.

Received

General No. 2373

No.

Enclosure No.

Submits opinion re travelling allowance of Govt officers who make circuits journey by motor vehicles.

ORDER No. 926

19 SEP 1916

SECTION S+A

FILE No. 2—15

CASE No. 7.

Office of the Deputy Commissioner,

Mysore District.

Dated, Mysore, 22nd September 1915.
23

From

A. Subramanya Iyer, Esquire., B.A.,

Deputy Commissioner, Mysore District.

To

Dewan Bahadur J.S. Chakravarti, Esquire., M.A., F.R.A.S.,
Financial Secretary
~~Controller~~ to the Government of Mysore,

Bangalore.

Sir,

With reference to your letter No. F. 901-17/S & A 2-15-1 dated 20th August 1915 about journeys by Motor Cars, I beg leave to state that I cannot admit that the responsible officers of Government -- "needlessly run up mileage by swift journeys by Motor vehicles " and that "Countersigning officers do not in some cases think it necessay to go thoroughly into the question of necessity for long journeys." The maintenance of a Motor car is a costly matter and I believe that most of the officers who now maintain a car would not have done so were it not required for the satisfactory discharge of their duties.

2. Further a motor car is not necessary for claiming mileages. Many officers can cover 25 or 30 miles by bicycle journeys or by hiring bullocks or by combining riding and driving or riding and cycling. In these circumstances to restrict the mileage to twice the daily allowance, would be to deprive officers of what they have been getting now without being the owners of motor cars and motor cycles. Nor will the proposed other alterations be satisfactory.

3. The officers may be depended upon to perform long journeys only when absolutely necessary; and the countersigning officers also may be depended upon to see that only necessary items of long journeys are passed. In the event of any counter-signing officer not exercising check in this direction there will, I should think,

be improvement as soon as the failure is pointed out to him.

I have the honor to be,

Sir,

Your most obedient servant.

N. S.

for Deputy Commissioner,

Mysore District.

P.L. Cobscook from Stahiri

1915-16.

From

The Deputy Commissioner
Kaduna Dist.

To

The Financial Secretary
Lagos

Dated 25th Sept. 1915

Desp. 26.

No: 185.

Expressing the Dy.com.rs views in the matter of the travelling allowance to be allowed to officers performing long and swift journeys by motor cars or cycles.

DIARY NO. 933
1915-16
SECTION SEC
FILE NO. 2-15
8

Office of the Deputy Commissioner,

Kadur District,

Dated Chikmagalur, 25th September 1915.

From,

K. Krishna Iyer, Esquire.

Deputy Commissioner, Kadur District.

To,

DEWAN BAHADUR J. S. Chakravarti Esq., M.A., F.R.A.S.,

Financial Secretary to the Government of H.H.

the Maharaja of Mysore, Bangalore.

Sir,

With reference to your No. Fl. 901-17/A 2-15-1 dated 20th August last calling for ~~any~~ an expression of my views in the matter of the travelling allowance to be allowed to officers performing lon and swift journeys by motor cars or Cycles under certain restriction I have the honor to state that swift and long Journeys by Motor vehi cles are made only in very urgent and exceptional cases, with a view to save much of the valuable time ~~in attending~~ of touring officers, attending to important Government work of a pressing nature.

The complaint on the other hand has always been that Reven ue Officers do not tour sufficiently.

The efficient administration of the District depends large ly on efficient and constant, supervision and any rules that may plac restrictions on the free movements of District Officers I am afraid will be a retrograde step.

If Government should still think that some restrictions should still be imposed upon the rapid movements of officers I would propose that a fixed monthly travelling allowance may be granted to all touring officers. The Government have already prescribed that Deputy Commissioner and Assistant Commissioners should camp out for

not

not less than ~~12 days~~ 120 days in a year.

I have the honor to be,

Sir,

Your most obedient Servant,

For Deputy Commissioner,

Kadur District.

C.M.K.

GPB—50,000—30-7-15

19

From

The Deputy Commissioner,

Tumkur District.

To

The Secretary to Government,

Financial Department, Bangalore.

Dated 24th September 1915.

Despatched 27

Received

General No. 165

No. 5.

Enclosure No. Nil

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Submits opinion regarding t
rates of travelling allowance for re-
gulating swift journeys by Motor Cars.

DIARY No. 957

10/5/16

SECTION S+A

FILE NO. 2-15

SERIAL No. 9

Office of the Deputy Commissioner

Tumkur District,

Dated, Tumkur the 24th September 1915.

F r o m

K. R. Srinivasiengar, Esqr., M.A.,

Deputy Commissioner,

Tumkur District.

T o

Dewan Bahadur J.S. Chakravarti, Esqr., M.A., F.R.A.S.,

Financial Secretary to the Government of His

Highness the Maharaja of Mysore, Bangalore.

S i r,

With reference to your letter No. Fl.901-17/S & A·2-15-1 dated 20th August 1915 calling for my opinion on the proposed rules for checking the tendency on the part of Officers to need - lessly run up mileage by swift journeys by Motor Vehicles, I have the honour to state as follows:-

2. The work of all Executive Officers has so enormously -- increased of late that long and rapid marches have become more and more necessary for them to attend to the numerous calls on their time at different places; and as such marches cannot be effected with the slow-moving conveyances of old, they have been obliged to go in for costly Motor Vehicles.

3. Any one who has experience of Motor Cars will know that their running and maintaining charges are hardly covered by the mileage earned with them; and that instead of being a source of income to the owners, they are a heavy drain on the owners' purses. If nevertheless many of the Officers have gone in for these cost- ly conveyances it is not because of the luxury of it but because they consider that they would be able to thereby do better justice to their duties and avoid laying themselves open to the reproach

and criticism of being out of date and inefficient.

4. The very object of the maintenance of these costly vehicles by the officers being to enable them to undertake long and rapid marches, when necessity arises therefor, that object is sure to be frustrated by placing undue restrictions on the use of the vehicles. The Government are said to themselves recognise that much time of the officers is saved by swift journeys by Motor: but it is stated that at the same time they consider it necessary to make some rules for checking the tendency to needlessly run up mileage by swift journeys by Motor vehicles. No one for a moment will deny that the tendency to unduly swell mileage should be checked, but such check is ~~not only~~ necessary not only in respect of Motor vehicles but also in respect of other conveyances: and it is best exercised by the Adminstrative officers concerned who are expected not to pass any item of mileage unless the necessity therefor is made out to their satisfaction .

5. Turning now to the proposed rules, I presume that they are meant to be applicable only for journeys done in ~~the~~ Motor vehicles and not to those performed with other conveyances. If so, I have to state with due respect that they will lead to absurd results. For, while an officer - say a Deputy Commissioner- travelling 3o miles by Motor Car will under the proposed rule 2, get a mileage allowance of only Rs lo, he can, by resorting to the cheaper and almost inexpensive method of travelling on a bycicle become entitled to a mileage of 15 Rs. In rule(3) it is proposed to give a reduced mileage of 4 a or 6 as for a distance of 3o miles. Considering that the running and other charges of a Motor Car rarely amount to less than 8 as. a mile and that this rate does not tend to decrease with the increase in th distance travelled, it is difficult to understand the principle on which this rule is based.

6. If the proposed rules are adopted, the officers travelling b Motors will not be able to meet their journey charges from their travelling allowance: and they will therefore have either to meet a good portion of the ~~se~~ charges from their ~~travelling allowance~~ pay o hey will have to dispense with these costly vehicles and resort to heir old-time conveyances. This can hardly be the intention of the

of the Government whose policy has been to encourage the use of these vehicles by the officers by sanctioning liberal advances for their purchase.

7. In deciding whether the mileage claimed by an officer for a journey should be allowed or not, it is not the nature of the conveyance used by the officers but the necessity for the journey for which the allowance is claimed that should be taken as the criteria So long as the ~~journey~~ necessity for the journey is made out, it will not only be unreasonable but also ridiculous if a person travelling by the costly and timesaving Motor is paid less Travelling allowanc than another who does the same distance on a comparitively inexpensive cart, horse, or by-cicle. If the object of the Government is to check the tendency on the part of the officers to unduly swel mileage it can, as I have already stated, be best secured not by placing unreasonable restriction in the use of fast-moving conveyances but by strictly enjoining on all countersigning officers to exercise this work careful scrutiny on all Travelling Allowance Bills submitt to them and to disallow mileages for all long and rapid journeys- whether such journeys are performed by a Motor or by any other conveyance- unless the necessity therefor is clearly made out to their satisfaction.,

I have the honor to be,

Sir,

Your most obedient servant

K.N. Swamiayya

Deputy Commissioner

Tumkur District.

BNC

BNC

GPB—500—15-7 15

D.M.G. 12]

BANGALORE, 29th Sept. 1915

No. 739.

DIARY No. 978

TO/S-15 16
SECTION S+A
FILE No. 2-15
PAGE No. 10

FROM

DR. W. F. SMEETH, M.A., D.Sc., A.R.S.M., etc.,
*Director, Department of Mines and Geology,*
*Mysore State*

To

Dewan Bahadur J. S. Chakravarti, Esq., M.A., F.R.A.S.,
Financial Secretary to the Government
of His Highness the Maharaja of Mysore.

SIR,

In reply to your No.Fl 901-17 /S & A 2-15-1, dated 20th August 1915, regarding travelling by motor cars and cycles, I may say that the subject is a difficult and delicate one and requires great care in treatment.

2. The proper check on irregularities and excesses must lie with the Countersigning Officer or Head of the Department. If the latter who knows the circumstances of each case cannot be trusted, then I see no hope of a satisfactory arrangement.

3. In the case of officers using motor cars for their legitimate work there is an undoubted advantage to Government which is usually combined with increased expenditure to the officer.

4. To take a very simple case - if an officer has to travel 60 miles for inspection or change of camp he can do it by motor in one day and do work as well. If he travels by other means such as bullocks or horses, it will take him three

three days. In both cases Government will pay the same amount of mileage, but in the latter case they will pay three days salary as against one day's salary in the former case.

5. There is no question about the advantage to Government and as regards the officer, even if we leave out the higher cost of a motor, he will have to make special arrangements to get his kit and equipment along. In my own case I have to carry extra servant and double kit so as to send one part in advance; otherwise I should have neither food, servants nor kit at the other end of a long journey.

6. Any hard and fast rules designed to catch out dishonestly disposed persons would be extremely unfair to the honest and square members of the service who are, I venture to believe, in a large majority and would act as a deterrent to the use of motors or the making of long journeys with corresponding waste of time. Such rules would probably be evaded or circumvented by the few who might be dishonestly disposed.

7. As regards the specific proposals of your letter, I offer the following remarks :-

(1) The restriction compelling an officer to travel by rail or to charge only railway fare between places connected by rail is often, in my opinion, unfair and unsound. It by no means follows that because there is a railway line there will also be a convenient train and if an officer took it literally and waited for trains and for vehicles to carry his motor, or other conveyance or horse he would waste a great deal of time and pay. The restriction should not apply to rail journeys of 20 miles or less which should be permitted to be made by road at the convenience of the officer. For longer rail journeys

the restriction may be applied, but the officer should invariably be permitted to charge for taking his conveyance or horse by rail or if he decides to go by road he should be permitted to charge his own railage allowances and the cost of railing conveyance or horse actually taken whether by road or rail.

(2) The limitation would restrict the use of motors and nullify the advantages which accrue to Government from their use. One of the chief advantages is their use for a few long journeys. There is no great advantage in using them for numerous short journeys which would usually be covered by the daily allowance and the officer would get no chances of recouping himself for the expense of keeping a motor which indeed is only very partially possible under present conditions. If the mileage exceeds 30 miles in a day the countersigning officer might be asked to note that the journey was necessary in the interest of service or propose any suitable reduction of rate. This will show that he has personally noticed the item.

(3) The remarks under (2) apply to this also.

8. Apart from these general considerations I have carefully investigated the travelling allowances in my own Department and am prepared to propose a very simple scheme which will give us the average amounts earned hitherto or very nearly so and will save much time and expense in preparation of detailed bills and continual cross references with the Comptroller's Office.

9. I find that excluding railway journeys the amount of the daily and travelling allowances for officers of this Department works out to 50 % more than the daily allowances which I have proposed for the Staff, including both Maidan and Malnad rates. The usual average is rather in excess of this especially in my own case owing to rapid inspection work, but my officers and I are agreeable to accept this average which

which would save a lot of time and expense in preparation of detailed hills in which, it may be noted, the honesty of officers and discretion of the Head of the Department has got to be trusted.

10. The proposal amounts to this - that for each day the officer is in camp he shall be permitted to draw ~~his~~ his daily allowance plus 50 % to cover mileage charges. I may note that in the Geological Survey of India each officer draws Rs.10/- daily allowance with the result that he rarely has to make out mileage bills except possibly in the case of the Head of the Department who makes comparatively rapid journeys on inspection.

11. I would propose the following scheme for the Officers of this Department and possibly other Departments might consider analogous schemes according to their conditions of work.

Department of Mines & Geology.

(a) Officers when in camp, or travelling, beyond a radius of 5 miles from Head Quarters will be entitled to draw their daily allowance plus an additional 50 % thereof, in lieu of mileage, for each day in camp or on road journeys.

b) Officers will be entitled to draw the usual allowances for journeys by rail. Ordinarily no daily allowance will be admissible in addition to these railway allowances except for any day on which the officer arrives at the end of the railway journey before 11 A.M. or for any day on which he starts on a railway journey after 5 P.M.

The exception does not apply to starting from or arriving at Head Quarters.

(c) In case of halts of more than 10 days at any one place which are necessary in the interest of public service the Head of the Department may sanction daily allowances for periods in excess of 10 days.

12. These simple rules will get rid of all questions relating to long or rapid journeys;- they will save the time of Officers and Clerks in the Department and in the Comptroller's Office and they will give us on the yearly average just about what we get now or very nearly so and I heartily recommend them to Government for favourable consideration.

I have the honour to be,

Sir,

Your most obedient servant,

Director,

Department of Mines & Geology.

N.S.

From

K. Doraswami Iyer Esquire,

*Revenue Commissioner in Mysore.*

To

*The Secretary to the Government of*
*H. H. the Maharaja of Mysore,*
Financial *Department.*

Dated 1st. Oct/15

Despatched

Received

General No. 4350

Enclosure No.

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SUBJECT.

Furnishing opinion on the proposal regarding mileage for journeys performed by Motor vehicles.

DIARY NO. 1000

10/10/15
SECTION S+A
2-15.
4

V. Sangha Press, 272—1,000.

OFFICE OF THE REVENUE COMMISSIONER
IN MYSORE.

Bangalore, 1st October 30th-September 1915.

No. 4350.

FROM

K. Doraswami Iyer Esquire,

*Revenue Commissioner in Mysore.*

To.

*The Secretary to the Government of*
*His Highness the Maharaja of Mysore,*
F i n a n c i a l *Department.*

SIR,

Referring to your letter No.Fl.901-17/S&A.2-15-1 dated the 20th August 1915 asking my views in the matter of framing certain rules for checking the tendency on the part of officers to needlessly run up mileage by swift journeys by motor vehicles, I have the honor to state that the suggestions made in your letter are:-

(1). To apply strictly the restriction imposed by Article 535 (d) Mysore Service Regulations i.e., not to allow railway fare being exchanged for road mileage between places connected by rail.

(2). To limit mileage that could be earned in a day, to say, twice the daily allowance.

(3). To give only reduced mileage of 4 annas or 6 annas after a distance of, say, 30 miles.

1st Suggestion. ~~In~~ For the efficient discharge of Government work the scope of this article should not be restricted in the manner suggested especially in the case of Revenue Officers who are daily expected to inspect villages, condition of crops, tanks, channels, takrar lands &c. These officers are also Magistrates or Revenue Judges with cases to hear and judgments to write. If the restrictions suggested are

imposed it would lead to a falling off in the quantity and quality of both desk work and outdoor work. It is not possible to prescribe any kind of limitation on their discretion as they would know best the particular urgency and importance of the many descriptions of work required of them and arrange their work at Head Quarters and outside suitably . We can always know when an officer has not exercised his discretion properly. The present safeguards against unnecessary travel are ample as a reference to the Comptroller's many objections and observations on Travelling Allowance bills will prove. It is rarely that an unnecessary journey passes unnoticed.

Inspections are a matter of vital importance in the case of Revenue Officers and any rule likely to bring about a disinclination on their part to do the necessary journeys cannot be recommended . As it is, Deputy Commissioners and Assistant Commissioners are not touring as much as they ought to owing to heavy work at Head Quarters and nothing calculated to further induce them to confine themselves to their Head Quarters should be done. The intention of the proposed rule (1) is not clear. If an officer does a costly road journey and claims the much less costly Railway fare it can be no business of ours to object whatever his reason. When however he does the costly journey for purposes of inspection he cannot be denied the mileage and asked to be content with the Railway fare. Any rule as suggested will tend to abolish the inspection of villages along a Railway line and it would not be fair to those villages.

IInd and IIIrd. Suggestions. Some people would seem to have an objection to motor journeys. I beg to state that they have no idea whatever of the cost of a motor journey as compared with the same journey performed by a horse or bullock conveyance. Chauffeurs, petrol, tyres, greases and oils are very costly items. The District Officers who have provided

themselves with motors have to reckon not only with the initial heavy expense but with the subsequent heavy expense of maintenance. The total amount of Travelling Allowance made by an excessively touring official would rarely cover his expenses in chauffeur, petrol, tyres, greases and oils.

As regards the cost of motor journeys that comes on the Government in the shape of Travelling Allowance bills: When considering this we have also to consider the officer's monthly salary. If an officer compresses into a few days by means of his motor car the journeys that would be otherwise extended over, say, a fortnight the time saved would be so much usefully spent on other work. If all that time had been spent in travelling for want of a motor car it would have been so much wasted when the Government would have been paying for it all the same. And so on every hand the Government stand to gain by the rules as they stand and the public interests as well.

It has long been a principle of the service and a very sound one that an officer's travelling should not be a charge on his pay proper and that an officer's Travelling Allowance should nearly cover his reasonable expenses and become no means of profit.

I have already remarked on our present ample scope for check.

I have the honor to be,

Sir,

Your most obedient servant,

Revenue Commissioner.

V.M.R.

No. 131

10 OCT 16
SECTION

Excise Commissioner's Office,
Dated, Bangalore, 5th October '15.

From

P. Raghavendra Rao, Esq., B.A., B.L.,
Excise Commissioner in Mysore.

To

The Financial Secretary to the
Government of His Highness
the Maharaja of Mysore,
Bangalore.

Sir,

Adverting to your letter No. Fl. 901-17/S&A 2-15-1, dated 20-8-'15, and subsequent reminders thereon, re opinion regarding rates of travelling allowance for regulating expedi--tious journeys by Motor Cars, I have the honor to state that my reply in this matter will be sent on, or before, the 14th Instant.

I have the honor to be,
Sir,
Your most obedient servant,

P. Raghavendra Rao
S. C. C.
Excise Commissioner.

ADDRESS :
*Statewoks.*

No. 9944

MYSORE P. W. DEPARTMENT

CENTRAL OFFICE,

*Bangalore*.....19th.....October.....*191* 5.

*From*

KARPUR SHRINIVASRAO, ESQ., B.SC., L.C.E.,

*Chief Engineer of Mysore,*

*Bangalore.*

*To*

Dewan Bahadur

J.S. Chakravarthi, Esq., M.A., F.R.A.S., Etc.,

Financial Secretary to the Government of

His Highness the Maharaja of Mysore,

B a n g a l o r e.

Sir,

Adverting to your letter No.Fl.901-17/S. & A.2-15-1 dated the 20th August 1915, requesting my opinion on the desirability of imposing certain restrictions as regards long mileage journeys performed by motor cars and cycles, I have the honour to state that the question is not so simple as it appears to be at first sight, and no rough and ready rules applicable to all officers can be framed on this behalf.

2. Officers cannot always be compelled to send their motors and themselves to travel by the railway. Emergencies might arise when they cannot wait for the trains both while starting and returning. The timings may be inconvenient and much valuable time of the officers wasted. If the salary value of this time is added to the allowances for the journey by rail, it may be found that the total may considerably exceed the mileage claimed for the motor journey and we cannot expect officers long to keep

expenses.

3. Moreover, there are some Provincial officers who are allowed mileage rates even for journeys of less than 20 miles, and to limit the mileage to double the daily allowance in the case of these officers will mean restricting the journey to 20 or 30 miles a day. At this rate they will spend a number of days before reaching their destination and when their pay for these days is added to the allowances, it will be found that Government will invariably be the greatest loser both financially and in getting proper return in work for the salary paid to the officers without work en route. In the case of such officers, mileage journeys on a well conceived programme of inspection may not be grudged by Government. Of course they may not frequently inspect works or institutions for doing which there is the requisite subordinate agency on the spot nor should they be allowed to go and return by the same route unless under unavoidable necessity.

4. The reduced rates of mileage to annas 4 and annas 6 over and above 30 miles are unsuitable for reasons explained above and also because no man can maintain this white elephant at less than 0-8-0 to 0-10-0 per mile on the average when all incidental expenses of motor cars are calculated, and the charges will be more if District roads have to be used in the tour on account of greater wear and tear.

5. Of course it is a matter of some difficulty and delicacy for the countersigning officer to consider all the collateral circumstances and determine with mathematical exactitude whether a journey shall be allowed or disalloed, but in the majority of cases this may be attempted having due regard to the extent of jurisdiction of the officer, the nature of work he has to inspect and the time that may be occupied in doing this by alternative methods, and he may be expected to arrive at a just decision as regards the travelling allowance claims of his subordinates.

6. Government have to take long views in this matter and allow for the greater amount of time and attention that becomes available for actual inspection in place of the old leisurely way of doing things by which 75 per cent of the time was spent in unproductive travelling and rendered our officers quite unfit for continuous work after the fatigue of the uncomfortable journeys. Considering that mistakes and bad work could be prevented by time inspections and instructions by rapid journeys, the restrictions now proposed to be imposed will act as a damper on our officers and they can only be expected to work reluctantly.

7. For these reasons, I am of opinion that no general restrictions are required, but that the matter may be left in the hands of the Heads of Departments. In this connection, it would be interesting to know if similar difficulties have arisen in British India and whether that Government have embarked on the consideration of measures to remedy the alleged evils.

I have the honour to be,

S i r,

Your most obedient servant,

for Chief Engineer of Mysore.

H.R.R.

It is requested that in future communications on the subject, the No: and date of this letter, and the distinguishing letters below the number as given opposite, may be quoted and addressed to the Comptroller, Mysore Government window dilivery No. 6, Bangalore.

the communications

2836

No. Z.A.19 OF N

OFFICE OF THE COMPTROLLER, MYSORE GOVERNMENT,

*Dated Bangalore, the* 6th October *191*5.

7

FROM

Diwan Bahadur
J. S. CHAKRAVARTI, ESQ., M. A.,
F. R. A. S., ETC.,
*Comptroller to the Government of*
*His Highness the Maharaja of Mysore.*

To

.....Esq.,

The *Secretary to the Government of Mysore,*

.....F i n a n c i a l.....*Department.*

SIR,

With reference to your letter No. 901-17/S&A.2-15-1 dated 20th August 1915 requesting me to state my views regarding certain rules proposed for regulating swift journeys by motor vehicles, I have the honor to state that I am in favor of the second course viz., limiting the mileage ordinarily to twice the daily allowance. But where owing to special circumstances mileage in excess of that amount is claimed it should in every case receive the sanction of Government This will require explaining to Government why a rapid journey was necessary.

I have the honor to be,

Sir,

Your most obedient servant,

JSChakravarti

Comptroller.

SAM.

6/10/15

Rec.—Gl. 17]

T. A. Department.

19 .

FROM

J. S. CHAKRAVARTI, ESQ., M. A.,
F. R. A. S., ETC.,
*Comptroller to the Govt. of*
*H. H. the Maharaja of Mysore.*

*To*

.....ESQ.,

*The Secretary to the Govt. of Mysore.*

*Financial Dept.*

Dated

Despatched October 1915.

Received

No. 2836/19

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Subject matter.

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With reference to his Ro. 901-17/S&A. 2-15-1 dated 20-8-15 States that he is in favor of the second course, viz limiting the mileage ordinarily to twice the daily allowance.

1922
No. 140

OFFICE OF THE EXCISE COMMISSIONER IN MYSORE.

*Bangalore, dated*...13th...October.....*19* 15.

DIARY NO 1136

FROM

P. Raghavendra Rao, Esq., B.A., B.L.,
*Excise Commissioner in Mysore.*

To

J.S. Chakravarthi, Esq., M.A., F.R.A.S., etc.,
Financial *Secretary to the Government of*
*His Highness the Maharaja of Mysore,*
~~General and Revenue Departments~~
Bangalore.

Sir,

Adverting to your letter No. Fl. 901-17/S&A2-15-1, dated 18th August 1915 calling for my suggestions in the matter of checking the increasing tendency to use "motor vehicles for making long and swift journeys" etc., I have the honor to state that I have given my careful consideration to the rules proposed to be framed and that the following represent my views in the matter:-

2. The 2nd paragraph of the letter under reply dwells on the fact that no distinction is now being made between journeys by ordinary conveyances and those by motor. But this non-distinction does not seem to me to be otherwise than fair, seeing that travelling by motor vehicles is always more costly than by other vehicles. As a motorist of nearly fourteen years standing and an owner driver of some experience, I may be permitted to observe that the idea that mileage swollen by motor journeys is a source of profit is a myth to the best of my present knowledge and belief. There is, therefore, in my opinion no justification for discriminating against motor vehicles as such.

3. Of the three remedies suggested to prevent unnecessary swellin of mileage by the use of motor cars, the 1st and 2nd seem to me to be out of place, as they equally apply against any other mode of conveyance. Besides, the rigid enforcement of provision (1) is no advisable, even if practicable, as very often places have to be inspected intermediate between two stations connected by railway. Such places

19 .

FROM

*Excise Commissioner in Mysore.*

To

*Secretary to the Government of*
*H. H. the Maharaja of Mysore,*
*Gen. and Rev. Depts.*

Dated

Despatched

Received

General No.

Enclosure No.

---

SUBJECT.

Such places have to be inspected by road, as railway journeys are - - physical impossibilities.

4. To limit the mileage in a day to twice the daily allowance is equally impracticable. . An Assistant Commissioner, for example, gets mileage only if he travels more than 20 miles by road. Thus his mini-mum mileage (at 8 annas per mile) is 10 rupees per day, whereas twice the daily allowance is 2 x 4 or 8 rupees.

Rule (3) may be given a trial, however, provided that.-

> "Reduced mileage at half the usual rates only will be passed " whenever a District Officer travels over 30 miles, or a Pro-"vincial Officer over 75 miles in a day. Whenever it is ab-' "solutely necessary to exceed this limit, the officer concerne " should obtain the written permission of his superior officer "or the countersigning authority for the particular journey or "journeys and attach the same to his travelling allowance - -' "bill".

This provision will ensure the superior or the countersigning officer paying special and personal attention to the necessity for the said - journeys.

5. One general exception to the operation of the rule must, I think, be clearly laid down. Whenever any officer, District or Provincial, has to return to Head Quarters at the end of a tour, the restriction a to the mileage limit should not apply, as it is in the interests of - Government work that he should get back to his station in the shortest time possible, instead of loitering and wasting his time at way-side places where he neither has, nor can do, any useful work. I feel con-vinced that this will be in the interests of Government in the long run.

I have the honor to be,
Sir,
Your most obedient servant,

D. Srinivasa Iyengar

Assistant Commissioner,
for Excise Commissioner.

absent from the station.

GPB—50,000—17-9-15

19

From

The Deputy Commissioner

Kolar District.

To

The Secretary to the Government of Mysore,
Financial Department,
Bangalore.

Dated

Despatched 4th December 1915.

Received

General No. 230
No.

Enclosure No.

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Subject.

Furnishing opinion in regard to the grant of travelling allowances to officers in respect of journeys by motor cars.

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1489
15-16
S+A
2-15
16

230

Deputy Commissioner's office

Kolar District,

Dated Kolar, the 4th December 1915.

From

P. F. Bowring, Esquire., J.P.,

Deputy Commissioner, Kolar District.

To

Rajamantrapravina

Diwan Bahadur J.S. Chakravarti, Esq., M.A., F.R.A.S., etc,

Financial Secretary to the Government

of Mysore, Bangalore.

Sir,

With reference to your letter No.Fl.901-17/S.A.2-15-1 dated 20th August 1915, in regard to the travelling allowances in respect of motor journeys, I have the honor to state that the fact that an officer, who owns a motor car, is able to reach his destination rapidly without much loss of time, as was otherwise the case in the days of horse vehicles, is so much in favour of every one, as much more work can be done without waste of time.

2. My experience is that the ordinary travelling allowance hardly, if at all, repays an officer for the cost of the up-keep of a car, and in the case of Deputy Commissioners who keep motors, I think the mileage allowance might be increased to 12 annas a mile, as is paid to Collectors in the Madras Presidency.

3. It is probable that there are only a very few officers who run needlessly long journeys, and if they are made an example of by countersigning officers by disallowing the whole item, it will soon stop this undesirable practice.

4. It would not be equitable, in my opinion, to limit the mileage that could be earned to double the daily allowance, or to give a reduced rate per mile after 30 miles.

5. The suggestion that the provisions of Art. 535 (d) Mysore Service Regulations, should be enforced strictly, would hardly be quite fair in all cases where, for instance, much time would be wasted in having to wait for an inconveniently slow train to reach one's destination when the business was urgent, or when the trains run at inconvenient hours in the night.

6. This will probably be the case with the light railways that are now coming into existence, and if the rule were strictly enforced, it might lead to the result of officers neglecting the inspections of villages, tanks etc, in their journeys, and I therefore think that this also should be left to the discretion of countersigning officers.

7. These remarks particularly apply to District officers, and I hardly think it would be right to handicap them by any hard and fast rule on the subject which would tend to the neglect of ordinary inspections.

I have the honor to be,

Sir,

Your most obedient servant,

Deputy Commissioner

Kolar District.

No. Fl. 3280-328—S. & A. 2-15-2, dated 18th December 1916.

PROCEEDINGS OF THE GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE.

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GENERAL AND REVENUE DEPARTMENTS.

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**Order No. Fl. 3280-328—S. & A. 2-15-2, dated 18th December 1916.**

Government are pleased to direct that when charges for rapid marches by motor vehicles exceeding 50 miles in the course of a day are included in a travelling allowance bill, the necessity for such journeys should always be explained in brief in the remarks column.

The Audit Office will carefully examine such charges with reference to the explanation and all cases in which the travelling allowance charges incurred appear to it to be excessive should be submitted to Government for orders with the connected bills.

J. S. CHAKRAVARTI,
*Financial Secretary to Government.*

To—The Comptroller, Mysore Government.
The Heads of Departments.
The Deputy Commissioners of Districts.

Lxd.—C. R.

# Government of His Highness the Maharaja of Mysore.

GENERAL AND REVENUE DEPARTMENTS.

**G. O. No. Fl. 3280-328—S. & A. 2-15-12, dated 18th December 1916.**

**Rapid Marches by Motor Vehicles.**

Directs that the necessity for —— exceeding 50 miles in a day, should be explained in the remarks column of travelling allowance bills.

W D 1705—GPB—8-1-17—400

G. R. S. 26]

SUBJECT...

*Diary No. of letter replied to*__

Section SOA
File No. 2-15
Serial No. 15

General and Revenue Secretariat

( )

, *the* *191* .

Order No. GL 3280-328
dt 18-12-16

Date of issue 18-12-16

Signed by W Shanmuga

No Government are pleased to direct that when changes for rapid marches by motor vehicles exceeding 50 miles in the course of a day, are included in a T. bill, the necessity for such journeys should always be explained in brief in the remarks column.

The audit office will carefully examine such charges with reference to the explanation and all cases in which the T. A. charges incurred appear to it to be excessive should be submitted

over.

W.K.4/15/16

to Govt for orders with the connect bills

The heading of the Remarks Column in the form of the T. A bill will be suitably elaborated so as to provide for entries being made thereon, explaining the necessity for such journeys & whether any Govt or Palace motor was used for them

B. O.

M S/m

Fin: Secretary

2/12

To The Comptroller

" The Heads of Departments.

" The Deputy Commissioners of Dists.

*List of enclosures.*

*Copied by*

*Examined by*

GPB—20,000—14-2-14